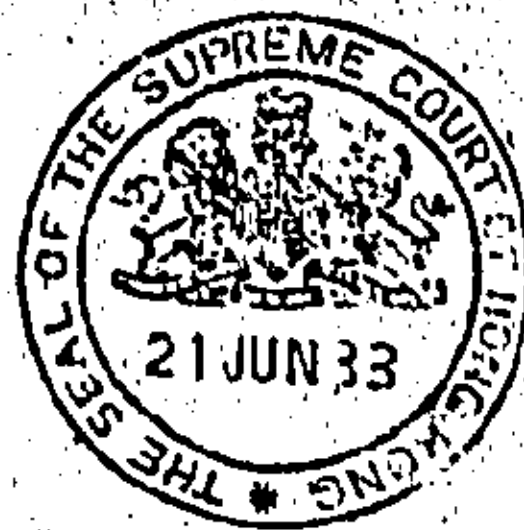


The Hongkong Telegraph.



No. 423.

THURSDAY, JUNE 7, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS
GIVE A
SILENT WHITE FLAME
AND EFFECT AN ECONOMY IN GAS OF
30 per cent.
they can be readily attached to ordinary
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic
shades for DRAWING ROOM and DINING
ROOM.

LANE, CRAWFORD & Co.,
Agents for Hongkong.

**ARTISTIC PORCELAIN MENU
STANDS.**
HAND-ETCHED MENU AND NAME
CARDS.

LANE, CRAWFORD & Co.,

DEVOS'S NONPAREIL KEROSINE, 150
Degrees fire test, a perfectly safe Oil.

LANE, CRAWFORD & Co.
Hongkong, 29th May, 1883. [340]

Insurances.

**NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.**

THE Undersigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th May, 1883. [393]

**YANGTSE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,455.56

**TOTAL CAPITAL and
ACCUMULATIONS, 31st**.....Tls. 968,455.56
March, 1883.

DIRECTORS.

F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., Wm. MEYERINK, Esq.,
J. M. INVERARY, Esq., G. H. WHEELER, Esq.,
Agents.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1881.

**RECORD OF AMERICAN AND FOREIGN
SHIPPING.**

Agents,
ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [457]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED).**

CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHIE NUNG, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

**UNION INSURANCE SOCIETY OF
CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

FIRST INTERIM BONUS OF TWENTY
per cent. upon Contributions for the year
1882 has this day been DECLARED.
WARRANTS may be had on Application at
the Office of the Society on and after the 21st
instant.

By Order of the Board, DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [400]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
from Messrs. RUSSELL & Co., to Sell by
Public Auction, on

SATURDAY,

the 9th June, 1883, at NOON, on Board,
The American Barque "JOHN WORSTER,"
of 612 Tons Register, built at MEDFORD,
MASS., in 1867, of OAK and PITCHPINE,
being Copper-fastened and Sheathed with
Yellow Metal, as she now lies in this Har-
bour, with all her TACKLE, APPAREL,
&c.

TERMS OF SALE.—One-third of the Purchase
Money to be paid upon fall of the hammer,
the rest on completion of Transfer. The Vessel to
be at Purchaser's risk after being knocked down.
For Particulars apply to the Auctioneer.

G. R. LAMBERT,
Auctioneer.

Hongkong, 5th June, 1883. [434]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on

WEDNESDAY,

the 13th day of June, 1883, by order of the
MORTGAGEE, on the Spot, at 3 P.M.,—
All that Piece or Parcel of GROUND Registered
in the Land Office as INLAND LOT
No. 2294. Together with the House in
West Street, Taipingshan, No. 48, measur-
ing on the North and South 10 feet, East and
West 40 feet. Yearly Crown Rent \$6.82.

Also
All that Piece or Parcel of GROUND Registered
in the Land Office as INLAND LOT
No. 2295. Together with the House No.
50 in West Street, Taipingshan, measuring
North and South 18 feet, East and West,
40 feet. Yearly Crown Rent \$4.68.
For Particulars, apply to

J. M. GUEDES,
Auctioneer.

Hongkong, 2nd June, 1883. [426]

PUBLIC AUCTION.

THE Undersigned has received instructions
from E. J. ACKROYD, Esq., Registrar, to
Sell by Public Auction, on

FRIDAY,

the 15th day of June, 1883, at NOON, on board,
THE STEAMER "YOTUNG"
of 266 Tons Register or thereabouts,
And

IMMEDIATELY AFTERWARDS, ON BOARD
THE STEAMER "HONGKONG."
The above STEAMERS will be Sold as they
now lie in this Harbour with all their
APPURTENANCES, TACKLE, AP-
PAREL, &c.

TERMS OF SALE.—One-third of the Purchase
money to be paid on the fall of the hammer,
balance on completion of Transfer. The Vessels to
be at Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, 6th June, 1883. [439]

PUBLIC AUCTION.

THE Undersigned has received instructions
from H.M. NAVAL STOREKEEPER to Sell
by Public Auction, on

TUESDAY,

the 19th June, 1883, at NOON, at
H.M. NAVAL YARD,
comprising—
SUNDRY CONDEMNED STORES, &c.,
comprising—
OLD IRON, IRON CASKS, ZINC CAN-
VAS, HOSES, LEATHER, CHAIN CABLE,
FILES, INDIA RUBBER, CHOCOLATE,
COFFEE FLOUR, FLANNEL, SERGE,
DUCK, IMPLEMENTS, &c.

One ICE ENGINE.
Two BILGE and FEED PUMPS.
Two DONKEY ENGINES.
OLD ROPE.

And
A SAILING LIGHTER of 22 Tons Measure-
ment with MAST, SAILS, and WIRE RIG-
GING, &c., Complete.

Intending Buyers can inspect the Lighter four
days previous to and up to date of Auction from
10 to 4 O'CLOCK.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, 5th June, 1883. [435]

Notices of Firms.

NOTICE.

MR. CARL F. STIEBEL will hold Office
as Power of Attorney and Sign the Name
of OUR FIRM from this date.

DEETJEN & Co.

Hongkong, 29th May, 1883. [416]

NOTICE.

MR. JEHN ROSSETT is AUTHORIZED
to Sign Our Name per procuration from
this date.

J. ULLMANN & Co.

Hongkong, 16th May, 1883. [389]

NOTICE.

I HAVE this day Established myself as
MERCHANT & COMMISSION AGENT
at this Port under the name of PO SHUN
YANG HONG 行洋順保

CHEONG QUAN SANG.

CHOON YUNE STREET,
街源會

Canton, 1st June, 1883. [427]

JOHN AMBROSE CLARKE,
ENGINEER,
HONGKONG.

CANDIDATES PREPARED FOR THE
MARINE BOARD EXAMINATION.

Whole Course.....\$35.00
For Master and Chief Engineer.....\$30.00
For Mate and Second Engineer.....\$25.00
For Second Mate.....\$20.00
Personal applications to be made to Mr.
CLARKE between the hours of 9 and 10 A.M.
at the STRAITS HOTEL, Queen's Road.
Hongkong, 4th June, 1883. [431]

Intimations.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

NOW receiving orders for PHOTOGRAPHS to be ordered from

Home of

SECULAR PICTURES.

SACRED PICTURES.

DRAMATICAL AND MUSICAL CELEBRITIES.

CELEBRATED MEN AND WOMEN.

A List of the names for selection, together with prices, can be seen at the "STORE," and
ALL GOODS ordered are charged for at the LONDON INVOICE cost without anything extra.

S. MEYERS,

MANAGER.

Hongkong, 2nd June, 1883. [28]

KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,
A LARGE
PRINTING AND BOOK-BINDING OFFICE.

THE PLANT is quite new, the machinery being of the best and most recent construction,
and the type, which has been selected with the greatest care, includes not
only all the Standard Counts, but an immense variety of styles in FANCY LETTERS
and ORNAMENTATION.

MERCANTILE PRINTING.

UNDER this head, we are prepared to execute Quickly and Cheaply all kinds of Book
Work, Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and
Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph
Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery and Godown Orders,
&c., &c. We invite the fullest comparison of our prices with those of other houses, whether
in Hongkong or at Home.

FANCY PRINTING.

WE intend to make a specialty of this class of work. Having a most extensive and
varied assortment of fancy type, which will be maintained at the highest possible
Standard of excellence, by the addition of the newest designs immediately they are issued
from the leading English and American Foundries, we are in a position to produce first
class work, and feel confident that our efforts in this direction will give satisfaction.

GOLD, SILVER AND COLOUR PRINTING.

WILL RECEIVE PARTICULAR ATTENTION.
MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS,
WEDDING, AT HOME, AND LAWN TENNIS CARDS.

BOOK-BINDING.

BOOKS carefully bound in Morocco, Russia, Calf, Cloth, or in any required style.
Special terms quoted for binding the books of Club, Customs, or Private Libraries.
Music bound in limp leather or cloth, and finished in the best style of workmanship.

ACCOUNT BOOK MANUFACTURERS.

ACCOUNT BOOKS of every description, manufactured from Hand or Machine Made
Papers, ruled and printed to any Pattern, however intricate, and strongly bound.
Machine Ruling.

CHIT BOOKS of all kinds for Ladies, for Gentlemen, for Business, and for Official use.
ALL CHIT BOOKS purchased from our stock will be lettered free of charge.
The Office is under the experienced European management and subject to our constant
personal supervision.

Our prices will be found as reasonable as is consistent with sound workmanship and
good material.
The Machinery at our command will enable us to undertake work of the cheapest
kind, competing in this respect with the Chinese.
We shall at all times be glad to furnish Estimates.

KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

W. BREWER.

HAS JUST LANDED.

CIGARETTES:

SWEET CAPORAL, CAPORAL, FULL CAPORAL, STRAIGHT CUT, SULTANA with
ENAMELLED MOUTHPIECE.
NEW CIGARETTE TOBACCO.

THE NEW PATENT CIGAR LIGHTER.

NEW PHOTOGRAPHS
OF MRS. LANGTRY, COLORED and UNCOLORED.
NEW SEASIDE LIBRARY.
NEW GERMAN LIBRARY.

GEMS OF ENGLISH SONG.
GEMS OF SCOTTISH SONG.
WORLD OF SONG.
GEMS OF THE DANCE.
WALDTEUFEL'S ALBUM.
MUSICAL FAVORITE.

NEW ENGINEERING BOOKS, AND A QUANTITY OF AMERICAN NOVELTIES
NEVER BEFORE IMPORTED.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 31st May, 1883. [793]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX SS. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LAWNS.
BLACK and COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDREN'S BOOTS & SHOES.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [249]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS.

JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

SOLE AGENTS
for Louis Audemars' Watches; awarded the
highest Prizes at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASS, MARINE
GLASS, AND SPOONGLASS.

No. 28, QUEEN'S ROAD CENTRAL. [447]

GUEDES & CO.
PRINTERS, STATIONERS, AND
BOOKBINDERS.

D'AGUILAR STREET.
EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH.

VERY MODERATE TERMS.
SELECTED MATERIALS FOR
MARKET REPORTS.

Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.
Hongkong, 2nd August, 1882. [44]

Shipping.

STEAMERS.

FOR SYDNEY AND MELBOURNE,
via SINGAPORE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and FIJI).

THE Eastern and Australian Steamship
Company's Steamship
"VORTIGERN"

will be despatched as above on SATURDAY,
the 9th June, at 4 P.M.

Parcels (all of which must be sent to our Office)
will be received until 4 P.M., of the previous day.
Contents and Value of the Parcels must be
declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th June, 1883. [407]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT.)
THE Company's Steamship

"JORGE JUAN,"
Captain Thebaud, will be despatched for the
above Port, on MONDAY, the 11th instant, at
FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co.
General Managers.

Hongkong, 6th June, 1883. [437]

FOR SYDNEY, MELBOURNE, AND
ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, FIJI, NEW CALEDONIA, and
TASMANIA).

THE Eastern and Australian Steamship
Company's Steamship

"TANNADICE,"
Captain S. G. Green, will be despatched as
above on or about TUESDAY, the 12th instant.

Parcels (all of which must be sent to our Office)
will be received up to 4 P.M., of the day previous.
The Contents and Value must be declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd June, 1883. [424]

UNION LINE.
FOR YOKOHAMA.

THE Steamship
"EUPHRATES,"
Captain Mitchell, due, on or about the 7th inst.,
will have immediate despatch for the above
Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, 1st June, 1883. [422]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

FRAISSINET & Co.
INDIA AND CHINA LINE.

FOR SHANGHAI.
THE Steamship
"STAMBOUL,"
Malgre, Commander, due here on the 8th inst.,
will have quick despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th June, 1883. [436]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

THE Steamship
"STAMBOUL,"
Malgre, Commander, will sail on or about
the 25th instant, for MARSEILLES,
via SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to various Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewardess.

FARES.—1ST CLASS, 2ND CLASS.
Hongkong to Marseilles \$300 \$240.

RETURN TICKETS are now granted by
the Steamers of this line available for the
undetermined periods, to be reckoned from the
date of arrival at Marseilles of the Steamer for
which the Ticket is issued to the date of re-
embarkation there of the Holder of the Ticket.

6 Months.....\$220.....\$140.
12 Months.....\$360.....\$240.
Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th June, 1883. [436]

SAILING VESSELS.

FOR HAMBURG (DIRECT.)
THE 3/3 A. L. I. Danish Brig

"FANO,"
M. N. Mortensen, Master, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 31st May, 1883. [418]

Shipping.

SAILING VESSELS.

FOR LONDON (DIRECT).
THE A. I. Austrian Barque

"DIO FILI,"
Bernedich, Master, will have quick despatch

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERSOF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. 13

MARRIAGE.

On the 25th April at the Parish Church,
Smith, by the Rev. C. E. Storr, Vicar, JOHN
MACGREGOR, of Shanghai, to EDITH ANNIE
ELIZABETH GORDON, only daughter of John
Hudson Farrar, of Smith, Yorkshire.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 7, 1883.

LIBEL.

In alluding in our issue of the 5th inst. to certain rumours current in the colony to the effect that a series of interesting libel actions, in which several of the members of our local medical profession were concerned, might shortly figure in the Supreme Court, we took the opportunity of congratulating ourselves that we were "out of the hurly-burly" for once. It seems that our self congratulations were somewhat premature; we had commenced hallooing before we were out of the wood. In that same issue appeared a paragraph criticising some comments made by our contemporaries the *Nagasaki Express* and the *China Mail*. From our local evening contemporary we quoted the following sentence:—

"It is a mean and cowardly proceeding, of which amateur journalists are frequently guilty, to make vituperative and senseless remarks concerning persons who do not act exactly in accordance with their wishes."

In dealing with what we had very good grounds for believing was an impertinent allusion aimed offensively at ourselves, and which, under any circumstances, was the reverse of creditable to respectable journalism, we took upon ourselves, indiscreetly no doubt, to say:—

"This is excruciatingly funny. The idea of the *China Mail* knight of the scissors and paste pot styling the Editor of the *Rising Sun* an amateur journalist is either the most ignorant or most impudent piece of tomfoolery we have ever seen—even in the 'organ of missionaries'. The *Rising Sun* and *Nagasaki Express* has been in existence for years under the present management; it is only a small sheet, but so far as literary merit is concerned it certainly claims to take a far higher place than the *China Mail*. If conducting a public newspaper for years does not constitute a man a professional journalist we should really like to know what is the test of professionalism. Who, it may be asked, is the mighty professional authority of the *China Mail*? We answer—a person named Bulgin whose journalistic experiences prior to coming to China were confined to police court reporting for a low class paper called the *Clarkwell News*. This genius after proving an utter failure on the *China Mail*, successfully tried Yokohama and Shanghai with equally indifferent results. He was then, credited with writing a lot of twaddle about China, which nobody would publish; afterwards contributed a parcel of childish stuff to the local evening print under the heading 'Notes on Mauritius, South Africa and Australia', and finally distinguished himself by getting into the detention cell of a Chinese Prison in Hongkong. Mr. Bulgin is at present wielding the scissors and paste brush for the *Fish Wrapper* during the temporary absence of Mr. Murray Bain, and he would be wise to confine himself as much as possible to the use of these necessary adjuncts to journalistic success. We consider that our *Nagasaki Express* remarks on Admiral Wiles are ill advised, unfair, and couched in anything but an impartial spirit of independence which is expected at all times to characterise press criticisms. But however reprehensible the conduct of the Editor of the *Rising Sun* may be, there certainly cannot be the least justification for the anering impertinence of a shallow pated puppy whose 'cheek' is his strongest point."

Now, we do not for one moment pretend to deny that this criticism of the journalistic experience of the gentleman who had the exquisite taste to write of one contemporary that he had committed "a mean and cowardly proceeding," and to imply that others were frequently guilty of such disgraceful conduct, was not complimentary. It was never intended to be, nor could it have been so without being grossly untrue. Mr. Bulgin set himself up as an authority on journalistic etiquette, and took upon himself to lecture in language as unparliamentary as it was ill advised not one man only but a very large section of the educated classes, who write for the press. We considered it our duty to

show what journalistic or literary claims this gentleman possessed to entitle him to speak of any one of his colleagues as being mean and cowardly and in the habit of making vituperative and senseless remarks concerning persons who do not act exactly in accordance with their wishes. It was a case of the self constituted critic being himself subjected to the lash of criticism. The statements we made about Mr. Bulgin were, we had every reason to believe, substantially true; the views we expressed as to his literary and journalistic abilities—which, it may be added, were elicited solely by his own indiscreet references to amateur journalists—although probably indefensible in point of taste, were our candid opinions, based on the gentleman's published works, fairly and impartially made. The offence against good taste is our own affair; and we are prepared to defend our right to honestly comment upon any literary or artistic production, exposing its errors and absurdities, and holding up the author to ridicule if we consider it necessary, in a court of justice, whenever an attempt is made to fetter the liberties of a free press.

It may be that JUVENAL'S well known expression *plus alos quam melis habet* can be more justly applied to us than to any other public journal in the Far East; but by no means follows that, because in public criticism we deal freely in sarcasm and invective, we are less amenable, to reason than our neighbours, or less staunch advocates of justice and fair play. No matter how careful the conductor of a newspaper may be, he cannot possibly avoid mistakes and errors of judgment, which frequently press rather unfairly on individuals. This is a double danger in the Far East where the staff of a journal is necessarily limited—especially when that journal pretends to be in any way independent or a reflex of public opinion. As we therefore had not the least intention or desire to unfairly assail the professional reputation of Mr. Bulgin, or to leave an erroneous impression on the mind of the public in regard to his journalistic career, we at once on receiving an intimation that we had been guilty of publishing what was asserted to be a libel, expressed our readiness to make all the atonement in our power by correcting in our first issue our mis-statements and errors, and in fact, simply offered, as the gentleman evidently considered he had been injured, to make the *amende honorable*. The intimation we received, it may be stated, was in the form of a legal document in which Victoria, by the grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, commanded us to attend "our Supreme Court of Hongkong on Friday next the fifteenth day of June instant at ten o'clock in the forenoon being the day and time appointed for the hearing of a suit instituted against you by JAMES BULGIN of Hongkong, Editor of the *China Mail* newspaper."

We learned on opening this portentous looking missive that "the plaintiff claims \$1000 for libel." However, our offer to the legal representative of the Editor of the *China Mail* to make ample amends for any errors or injustice we had been guilty of, was not in any way influenced by our legal responsibilities; as a matter of right we merely wished to publicly withdraw and apologise for any injustice we had been led into. This offer was refused, for reasons which it would be indiscreet to deal with here, and therefore we have no alternative but to lug out our law books and prepare for the fray. The result of the coming struggle gives us no uneasiness; we only regret that the law permits business men to be harassed and valuable time lost on such paltry pretences.

Although threatened legal proceedings and the anomalies of the Libel Act possess no terrors for us in this case, equally as a matter of principle and duty to ourselves, the public and the gentleman we are said to have injured to the extent of \$1000, we feel bound to publicly make all the amends possible to Mr. Bulgin's professional reputation. We are sorry we should have made such a serious mistake as to Mr. Bulgin's home experiences. Our authority for the police court reporting on the *Clerkwell News* was a good one—no less a personage than Mr. Bulgin himself—but we unhesitatingly withdraw the allegation if it is questioned. It is not libellous, and moreover it is quite true, to say that the *Clerkwell News* is "a low class paper," so we can't withdraw that. Our authority for the remark, that Mr. Bulgin proved an utter failure on the *China Mail* is also a good one—Mr. GEORGE MURRAY BAIN—but as that gentleman may possibly have been mistaken we also apologise for what after all is a mere expression of opinion. If Mr. Bulgin says he was a great journalistic success in Yokohama and Shanghai we are bound to believe him, even although our information does not coincide with such a claim—and we beg to express our sincere regret that he should have been so outrageously misled.

If Mr. Bulgin has not written "a lot of twaddle about China which nobody would publish" we acknowledge our error and offer to make ample amends by giving the truth a widespread publicity. We are sincerely sorry we cannot take back our criticism on "Notes on Mauritius, South Africa and Australia." We characterised these contributions as "childish stuff," and so they are, and wild horses could not drag from us any other expression of opinion. Nor is it possible for us to honestly say that Mr. Bulgin's "A Chinese Funeral in Hongkong" is a model of literary art, or that *Chamber's Journal* is in the front rank of London periodicals. It is our honour to say that the *China Mail* is an excellent paper—as a wrapper for fried fish; and we have no apology to tender for advising its present Editor to stick to the scissors and paste brush, as we honestly believe that he shines with much greater refulgence in that branch of the business than when he wields that weapon, which, according to Lord LYTON, in the hands of men truly great is mightier than the sword. In conclusion we unreservedly take back our extremely vulgar reference to Mr. Bulgin as "a shallow-pated puppy." Nothing could have been in worse taste; and we can only admit that we were unthinkingly led into using a very silly epithet, for which we feel heartily ashamed.

Having thus made the *amende honorable*, so far as lies in our power, for whatever injustice our paragraph may be supposed to have done Mr. Bulgin, we shall have nothing further to say on the subject until Mr. Justice RUSSELL takes the matter in hand. Then we shall be glad to extend our practical experience of an English court of justice and the law of libel.

LOCAL AND GENERAL.

LEGISLATIVE COUNCIL.

Friday, 8th June.

ORDER OF THE DAY.

- 1.—To pass the Finance Committee's Votes of the 31st ultimo.
- 2.—Second reading of the *Order and Cleanliness Amendment Bill*.
- 3.—Consideration in Committee of the *Medical Registration Bill*.

THE Indian telegrams brought on by the mail steamer *Verana* have already appeared in our columns.

UMBRELLAS are made in France to the aggregate yearly value of \$5,000,000. Turkey is her best foreign customer. The "unspeakable one" is a bad payer, however.

A REGULAR Lodge of United Service, No. 1341, will be held in Freemasons' Hall, Zeland Street, on Friday evening next, the 8th instant, at 7.30 for 8 p.m. precisely.

THE following ten steamers were at Hankow on the 31st ultimo:—*Greenfin, Gaelic, Albany, Hesperia, Triumph, Balaik, Catherine II, Cairnsmuir, and Petersburgh*.

By the use of an independent cut-off valve on engines, a well-known American scientist asserts that the speed of an engine can be increased to seventy or eighty miles an hour.

IN Lyons, the cold bath method of treating typhoid fever has been adopted, with marked success. In the civil hospitals the death rate was reduced from 26 to 9 per cent, and in practice to 1 or 2 per cent.

We would remind our readers who are interested in sport, that a public meeting will be held in the Hongkong Club this afternoon at 6.30 to discuss the "Sky" Race Meeting proposed to be held in the Autumn.

A REGULAR Lodge of St. John, No. 618, S.C., will be held in Freemasons' Hall, Zeland Street, on Wednesday evening next, the 13th inst., at 8 for 8.30 p.m. precisely. Visiting brethren are cordially invited to attend.

A LIBEL suit is described by an American contemporary as a legal proceeding, where a man pays a lawyer \$10,000 in order to get \$1,000 out of another man, who thought the first man was a fool and is now sure of it.

We are informed by the Agent of the P. M. S. S. Co., that the Company's steamship *City of Rio de Janeiro*, with the San Francisco mail of the 17th ultimo, has arrived at Yokohama and will sail for this port to-morrow, Friday, the 8th instant.

It is stated that Lord Dufferin has been authorised to offer the Sultan's Government military assistance in the event of any attack being made on Armenia by Russia—the support to be, however, contingent on the Porte forthwith introducing into Armenia certain necessary reforms, to be carried out with the assistance of British officials.

It is officially announced that his Royal Highness Prince George of Wales has been appointed midshipman in Her Majesty's ship *Canada*. Captain Durrant who has been appointed to command the *Canada*, served from August, 1877, to September, 1878, as flag captain in the Audacious, Vice-Admiral Charles Hillyar, on the China Station, and commanded the *Chopatra* from August, 1880, to May, 1882, in the Detached Squadron in China.

DYNAMITE is about to be thrown into the shade. An ingenious citizen of Paris, the appropriate home of such discoveries, has produced a new compound which he calls *panclastic*. *Panclastic* consists of hypophosphoric acid, which is one of the numerous compounds of oxygen and azote, or nitrogen, mixed either with essence of petroleum or sulphur of carbon. The degree of explosive force is said to depend upon which of the last-named ingredients is used.

KWOK AKAM, an unemployed seaman, made his saloon before Woodhouse this morning charged with the larceny of three pieces of iron, valued at 40 cents, the property of the Hongkong and Whampoa Dock Company, at Yau-ma-tei. The defendant admitted the charge and gracefully retired for a fourteen days' spell of hard labor.

A SCIENTIFIC journal corrects the erroneous popular opinion that few births take place in Paris. The week ending January 4th the births exceeded the deaths by fifty-six, whereas in New York the number of deaths generally exceeds the births. The number of legitimate births exceeded the illegitimate in the proportion of 82 to 1 of the former to 303 of the latter. In Heidelberg, the average number of illegitimate births is about one-third of the whole number of births.

ACCORDING to the Paris correspondent of the *Times*, M. Bouré defends his draft treaty with China, and describes it as simply establishing a neutral zone between China and Tong King. In return for this concession China, which objects to having a frontier touching on any European possession, would have recognised the French protectorate over Tong King, and the refractory tribes inhabiting this zone would have been left undisturbed by both Powers. The Committee has invited M. Chalmel-Lacour and M. Brun to confer with it on these representations.

SAM AFUK, a coolie, was brought before Mr. Woodhouse this morning on a charge of stealing two pieces of silk clothing valued at \$5 yesterday. Defendant admitted the charge and stated that he came here to look for his son. He had no money and laid his hands on the clothing to meet the price of a meal. As this was the prisoner's first offence, his Worship took into consideration the fact of his being an old man and also that the property had been recovered and granted him a pardon under the provisions of Ordinance No. 7, of 1865.

Says the Shanghai *Courier* of the 2nd inst.—We are glad to hear that His Excellency Li Hung-chang received the Chairman of the Municipal Council this morning, and showed the greatest courtesy at the interview. The Viceroy commented on the excellent administration of the Settlement, which he thought reflected great credit on the trouble taken by the Council, and mentioned the great changes he noticed since he was here as Fatai twenty years ago. Considering that the late British Minister was too much in the habit of underrating the value and probable permanence of our local government, it is refreshing to find one of the highest officials in China recognising it cordially as H. E. Li Hung-chang did this morning.

THE *Times* says:—A telegram from Peking states that on the application of his vassal, the King of Annam, the Emperor of China has consented to the opening of the Songkoi, or Red River, to foreign trade. It may be hoped that this concession will enable the French Government to see its way to the abandonment of an expedition which must be productive of many evil consequences, and promises no commensurate advantages. The Chinese are by no means contemptible foes, and however certain the French may be of ultimate victory, the contest, carried on at a great distance from their base of operations, may well prove of such a nature that victory will be practical defeat. A struggle of that kind cannot proceed without very serious inconvenience and loss to all having business in Chinese waters. In addition to the dislocation of all commercial relations while it lasts, it cannot but tend permanently to obstruct Western intercourse with China and to embitter relations always cultivated with difficulty.

UNTIL the reign of the Empress Josephine a handkerchief was thought in France so shocking an object that a lady would never dare to use it before anyone. The word was even carefully avoided in refined conversation. An actor who had used a handkerchief on the stage, even in the most fearful moments of the play, would have been unmercifully hissed; and it was only in the beginning of the present century that a celebrated actress, Mlle. Duchesnois, dared to appear with a handkerchief in her hand. Having to speak of the handkerchief in the course of the piece, she could not summon courage to call it by its true name, but referred to it as a light tissue. A few years later, a translation of one of Shakespeare's plays having been acted, the word handkerchief was used for the first time on the stage, amid cries of indignation from the audience. It was the wife of Napoleon I. who gave the signal in France for adopting them. The Empress Josephine, although really lovely, had ugly teeth. To conceal them, she was in the habit of carrying small handkerchiefs, adorned with costly lace, which she raised gracefully to her lips. Of course the ladies of the Court followed her example, and handkerchiefs rapidly became an important and a costly part of the feminine toilet.

EDUCATION at the Cape, according to a contemporary, evidently requires touching up a little. Mr. Donald Ross has just issued his official report on education in Cape Colony, and the result of his examination of elementary teachers forms some really entertaining reading. The answers given by those who have to teach the young idea how to shoot certainly show that in many instances it is merely a case of the blind leading the blind. What kind of instruction, for instance, could a man be expected to impart to others who described London as a place having a population of over one hundred millions, and Manchester as a town of two hundred millions of inhabitants? One teacher, when asked to name the harbours of South Africa, replied that "Africa is not in want of harbours." Of the many curious answers quoted we like best that of the genius who wrote, "Corporal punishment is to forgive him three or four times when he does wrong; when he does not leave off to expelled him." Oh, that corporal punishment had been anything like this in our younger days. Then it was "whack him once and came him three times. Then let him have it on the hands. If this agrees with him give him a task of six thousand lines, then thrash him on the back and expel him." But the good old days have fled for ever.

A LONDON magazine for 1793 contains the following almost unique death announcement:—"In childhood of her thirteenth child, the wife of Joseph Sims at the Bell Inn, Cambridge, county Gloucester."

A RECENT writer, remarking that some plants indicate the possession of a knowledge analogous to the human understanding, states among other proofs that if, during a severe drought, a basin of water is placed at night two feet from a strong squash-vine, in the morning the vine will be found bathing in the basin.

THINKING to stock his depleted larder, an editor advertised—"Poultry taken in exchange for advertising." The villainous compositor, seeing his opportunity to put up a long-standing grudge, set it up, "Poetry taken, &c." and since that time the office boy has been clearing five shillings a day from the waste paper man.

NEWS BY THE ENGLISH MAIL.

The P. and O. Co's steamer *Verona*, Captain Atkinson, with the English mails of the 4th ult., arrived in harbour last evening. The subjecting of general news are taken from the *London and China Express* of May 4th.

The Chinese Mission to Europe for educating a number of Chinese youths, under Monsieur Giquel, has not had any addition, made to it recently. There are now eight students in England and France.

We hear that it is now definitely arranged that Sir Harry Parkes, G.C.M.G., K.C.B., now H.B.M.'s Minister to Japan, will be appointed Minister in Peking, in succession to Sir Thomas Wade, K.C.B.

The tour of the Japanese Naval Commission in the North of England has not as yet, we understand, resulted in any definite arrangement for the purchase or building of vessels. Glasgow, Liverpool, Sunderland, and Dundee were visited. Some particulars of Mr. Dalgleish's journey to Kashgar have been telegraphed. The Governor of Yarkand has despatched a small force to Sirikul to hoist the Chinese flag there, thus restricting the operations of the Russian Scientific Expedition about to explore the Pamir.

The rules obtained against the publishers of *The Times* and the *Observer* in connection with the comments published in the case of Chamberlain v. Boyd came before Mr. Justice Field and Mr. Justice Hawkins. The Court of Appeal had held that the statements complained of by Messrs. Chamberlain as slanderous were not actionable, and the litigation being really at an end, the rules were allowed to drop without costs.

The Admiralty have decided that in future, in accordance with the representations made by Captain Lord Charles Beresford, no man-of-war shall proceed to sea unless her armament includes at least one Nordenfiet machine-gun. By this means the small craft cruising on the China coast or in African waters will prove much more formidable to pirates and slaves, especially if the small-bore Nordenfiet, firing rifle ammunition, is used.

The steamer *Altair*, of which much has been written and said in the United States, and which was built to demonstrate the feasibility of crossing the Atlantic in six days, is virtually acknowledged by those who subscribed the funds to be a failure as regards rate of speed. Her engines are to be taken out and replaced by other similar ones of the *Alaska*, but even then, it is not expected that she will prove a very formidable rival to the latter vessel.

The actions brought by Mr. Hind against Sir Balfour Brett and others, Judges of the Superior Courts, came on for hearing in the Queen's Bench Division. The plaintiff claimed £50,000 as damages on the ground that the judges had acted *ultra vires* in refusing to hear him especially in proceedings he had instituted against the Speaker of the House of Commons for allowing a libel upon the plaintiff to appear in the votes of the House of Commons. The statement of claim was held to be frivolous and vexatious, but it was not without difficulty that Mr. Hind was induced to leave the Court.

The *Gazette* contains a notification of a new decoration, to be called the "Royal Red Cross," to be given in recognition of services rendered in nursing the sick and wounded of the army and navy. The decoration is to consist of a cross, enamelled crimson, edged with gold, having on the arms thereof the words Faith, Hope, Charity, with the date of the institution of the decoration, the centre having thereon the Royal effigy. On the reverse side the Royal and Imperial cipher and crown is to be shown in relief on the centre. The cross is to be attached to a dark-blue ribbon, edged red, of one inch in width, tied in a bow and worn on the left shoulder.

Nursing sisters, whether subjects or foreign persons, will be eligible for the decoration. The *Paris Special* discusses the contingency of a war between France and China, which, it says, it may be expected that the Tong King Expedition will sooner or later bring about. China, it points out, is a country of four hundred millions of inhabitants, possessing an army of five hundred thousand men, armed with Winchester rifles. Estimating that one European soldier is equal to ten Chinese soldiers, the *Special* urges that it would be never-ending to her great prospect for France to find herself engaged in a war necessitating the dispatch of an army of fifty thousand men to the Far East. The *National* says the French expedition has produced such excitement in China that the French Government have deemed it prudent to keep several ironclads within reach of Shanghai and Hongkong. Consequently only a portion of the squadron in Chinese waters will proceed to Tong King. It is expected that Mr. Jumeau de Kergraud, the French Envoy to Canton, will be appointed Lieutenant-Governor of Tong King after the establishment of the French protectorate there.

A 20 miles' swimming race for £200 between Captain Webb, the Channel hero, and W. Beckwith, the champion swimmer, has been decided in the large Lambeth Bath in the Westminster bridge-road. Throughout the day Beckwith bravely drew away from Webb. After completing 10 miles Beckwith retired for a rest, lasting 18 min. 30 sec. Webb was then in a very bad way, and during Beckwith's absence picked up a little. When the latter returned to the water he looked fresh and well, while Webb seemed far from well. Webb swam on until he had completed 11 miles 16 laps. Before he had finished another lap, however, he was compelled from sudden illness to leave the water, after having been immersed in a temperature of 72 deg. Fahrenheit for 7 1/2 min. 10 sec. Beckwith continued in the water until he had finished 12 miles 15 laps, when he was allowed to retire in easy 15 min. 30 sec. Webb was then in a very bad way, and during Beckwith's absence picked up a little. Webb was very exhausted after his retirement, which was necessitated by hemorrhage from the lungs. There can be no doubt that his repeated feats of endurance have for a time affected his extraordinary constitution.

The new Chinese corvette *Ting Yieh*, recently built at Stettin, is of the same type as the first, built in 1881, is 91 metres in breadth, and 740 metres deep. Completely armed she will have a draught of 6 metres, with a displacement of 7500 tons. The hull is entirely of iron, and possesses a double bottom, divided by partitions

into 200 water-tight compartments, designed to protect the vessel against the effect of gunshots and the head of a ship. The lower part of the deck, are in the form of an oblong, and are covered with iron plates of 1 1/2 inches thickness, behind which is a strong layer of oak. Each turret is armed with 12 guns, of 30 centimetres in diameter, 15 in barbe; at the stem and at the prow two are to be placed of 15 centimetres in diameter, under steel cupolas, and protected from the firing of mullibre and musketry. Lastly, the corvette possesses a spar and two torpedo-bombs, made of galvanised steel. The propeller consists of two engines, with three cylinders each, of 3000-horse power, giving a speed of 14 1/2 knots.

CHILEAN EXPLORATIONS.

The Chileans have at present several thousand men advancing from different directions to the Araucanian territory. Up to now they have met with slight opposition, although past events had led the Government to anticipate that stubborn opposition would be encountered. Among a number of letters from correspondents accompanying the different expeditions is one descriptive of the newly-discovered site of the city of Villarica, a populous and opulent city, which, after a siege of two years and eleven months, fell into the hands of the Araucanians in 1656. The writer states that he has walked among the ruins, now thickly studded with well-grown oaks, and among them has traced streets which were fully one mile in length, and which had been divided into blocks of 100 yards square, as was customary in most of the cities founded by the Spaniards. The city had been surrounded by a wall, which is yet in a fair state of preservation from three to six feet from the ground, a sufficient distance in former days against any ordinary Indian attack. Tiles were found which have hardened in the course of time, and which are in better condition than when they were the mute witnesses of the destruction of this inland city so many years ago. In the vicinity there is a very extensive lake, in which an island is situated, which is reported to be swarming with the descendants of the domestic animals belonging to the Spaniards who were here sacrificed by the victorious Araucanians. The description given is brief in the extreme, but will soon be supplemented by fuller and yet more interesting reports of this and other cities which were destroyed at the same time. All the districts now being explored—and notably that surrounding Villarica abound in mines, which returned large sums during the Spanish occupancy. These mines will again be worked under different auspices, and will lend their assistance in promoting the rapid settlement and development of Araucania, so long occupied by the scattered bands claiming dominion over it, but which now promises to become one of the richest provinces of Chile—*Panama Star and Herald*.

THE OPIUM TRADE.

The seventh annual meeting of the Society for the Suppression of the Opium Trade was held on May 2nd in Exeter Hall, Sir Joseph Pease, M.P., in the chair. He was supported by, amongst others, the Bishop of Liverpool, Canon Wilberforce, Mr. S. Smith, M.P., Mr. S. Morley, M.P., the Rev. J. Hudson Taylor, &c.

The report stated that the work of the Society had been steadily prosecuted during the past twelve months. It referred to the fact that a considerable reduction in the opium trade in India had been effected. The opium trade in India had been reduced from 1872 to 1882, including a balance of £608, 25, 8d. from the previous year, and a donation of £250 for a special purpose, amounted to £712, 12s. 11d., expenditure to £2,498, 15s. 5d., leaving a balance on December 31st, 1882, of £18, 11s. 6d. The Rev. J. Hudson Taylor, of the China Inland Mission, moved: "That this meeting deeply regrets that Her Majesty's Government, by moving the previous question on April 3rd last, declined to accept the principle of Sir Joseph Pease's resolution, 'that the total loss of the right of China to the entire control of the Opium Trade in her own territory.' He said that from close observation for many years in China he was satisfied that very few of those interested in the Opium Question had an adequate idea of the magnitude of the evil. It was a worse evil than that of African slavery, or than the curse of drink in this country. Canon Wilberforce in smoking the resolution said it was wrong to smother a certain number of gains of Opium must not be something, and that the loss of revenue to India to pour thousands of chests of poison into another nation which was powerless to resist the influx of that terrible evil? (Cheers.) It was a dark history, that of England's dealings with China—one which was calculated to bring the blush of shame to the face of every Englishman who loved his country. England was materially injured by this traffic, for the national conscience could not be clean. The reply of the Indian Council that the total loss of the right of China to the entire control of the Opium Trade in Bengal would render the Government of India insolvent," was he dared to say, downright atheistical and absolutely unworthy of a Christian Government. Mr. Samuel Smith, M.P., for Liverpool, said he thought it was in India from this traffic he thought dimmed the clear light of the English conscience to the injury done. He did not, however, think it would be well to deprive India of one stroke of six or seven millions, but he believed that the loss of revenue to India was a very serious matter. He said that China might be left free, for they had identified English civilization in China with great moral wrongs. The resolution was then carried with cheers.

Mr. Samuel Morley, M.P., then moved: "That the Indian Government ought not to encourage the Opium trade for the sake of revenue, and is morally bound to repress both the production and consumption of the drug." He put against the statement of the Home Government the declaration of the Indian Government, within the last few days, in reply to a deputation, which waited upon him concerning the drug traffic in Madagascar—"But we have a deficient revenue that a degraded people." It was one of the greatest scandals of modern times, that we should dare to interfere with the Government of China in this matter. He thought when the English nation came to understand the details of this question they would not want to it for an hour. This had been the feeling since it was challenged by the English people. Mr. David McLauchlan, of Edinburgh, who seconded the resolution, said the Opium manufactured by the Government was made with the express purpose of being sent to China. Dr. J. K. Mackenzie and Baboo Pottab Chandra Mozumdar, supported the resolution, which was carried.

Mr. Morley then moved: "That the members of Parliament who have supported the motion of Sir Joseph Pease, in the House of Commons, and the officers and members of the Society, and the proceedings therein terminated."—*L. and C. Express*.

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COMPANY,
(LIMITED).

The first ordinary general meeting of the shareholders of this company was held on the 24th April, at the City Terminus Hotel, London, Mr. Albert Deacon, chairman, presiding.

The Secretary (Mr. Wise) read the notice convening the meeting, and the report, which is as follows, was taken as read.

In terms of the Articles of Association, and in compliance with the requirements of the Joint Stock Companies Acts, the directors have the pleasure to submit the following report:—The allotment of shares having been made so recently as December last, the directors have no financial statement to submit to the shareholders on this occasion. The strictest economy, however, has been exercised in regard to the preliminary expenses. Arrangements are being made for running a regular monthly line, commencing early in 1884, and to this end contracts have already been entered into for the construction on the Clyde of two steamers of a high class, adapted in all respects to the latest conditions and requirements of the trade, and negotiations are going on for the acquisition of others. The company's staff at Hongkong and Shanghai will not be appointed until shortly before the line commences running, but the appointment of agents at the other ports abroad will be made at an early date. The shareholders are doubtless aware that the measure of support accorded by the general public to the company has not been so large as they hoped and had good reason to expect. This restriction of support enforces upon the directors a proportionate modification of the scale of their original intentions, but their confidence is unabated that the foundations of a prosperous and growing enterprise have been laid in the influential list of names which rank on the register of the company as contributing shareholders. The directors desire strongly to impress upon the shareholders that the strength and growth of the company mainly depend upon their hearty union and active co-operation.

The Chairman said:—Gentlemen, I will ask your indulgence for a minute or two while I offer a few remarks in supplement of this report, which is now in your hands. You are all aware of the circumstances under which our enterprise was introduced to yourselves and to the public at large. The investing public, much to our disappointment, gave but little support to our company, owing, no doubt, in a measure to the dearth of money at the time, but I think more to the very unfavourable accounts that had just then been published by more than one shipping company to their shareholders. But from those who were in the trade—those able to support us with a ready hand, able to build up with the strong element of mutual principle an enterprise of this kind, I am very glad to tell you we had scarcely any disappointment. It is quite true, gentlemen, that the applications for shares in many instances fell short of our expectations, but, as a result of the support accorded by all who were in the trade, we have secured a list of shareholders, our applications fell a trifle short of our expectations, but only about one-third of the sum raised for. Under these circumstances, setting aside all personal considerations, we devoted ourselves to endeavouring to ascertain and hit upon a course that would prove beneficial to our common interests. We gave the matter all the care and anxious consideration in our power. We sought and obtained the views, the advice, and the assistance of nearly all our principal supporters. We telegraphed to China for information regarding the applications for shares there, and in the result found our total list of applicants exceeded 300, the larger proportion of whom, being engaged in the Eastern trade, can be reckoned on as supporters of the company. (Applause.) We found a very strong feeling existed that we should go to allotment and commence our business upon a more modified scale than we had at first contemplated. You will readily understand the meeting the directors, an anxious one, and I trust you will also believe that in trying to arrive at the decision that would be most to our mutual advantage we were actuated by no other idea than our common good. We went to allotment and commenced our operations, and have never since for one moment regretted the step. We propose to run a regular monthly line of steamers, commencing with the spring of next year. As our report tells you, we have contracted for two steamers on the Clyde, deliverable in December of January next. No pains have been spared to insure the perfect adaptation of these boats to the present and growing requirements of our trade. If any gentleman present desires information regarding them, their tonnage or speed, their draught of water, length of keel, or width of beam, I am quite sure that Mr. Potter, to whom I and my brother directors are deeply indebted for his untiring energy in regard to these steamers, will gladly answer any questions. We are now on the point of contracting for a third steamer, beyond which we do not contemplate building the present year. Negotiations have been, and still are, pending with the view of acquiring other new steamers, but as these negotiations are very far from complete I am sure you would neither ask nor desire discussion upon them. You may, however, take our assurance that we see our way perfectly clear to run a regular monthly line of steamers, commencing with the tea season of 1884. The next point to which I would refer is that of our preliminary expenses. It has been our great object to keep these as low as possible, and no effort has been spared to do so. They amount to a trifle under £2,000. They embrace the expenses in connection with Mr. Nelson's mission to China, and the introduction of the company there as well as in the Straits Settlements and Japan, and of all expenses incidental thereto, amounting to about £400. Our general office expenses amount to £1,700, the cost of advertising came up to £390—a very expensive luxury; printing £100, brokerage £295, law charges £240, and I would add that there were a few charges, such as the registration of the company, telegrams, &c., bringing up the total to £1,966 14s. 5d. The only other item of expenditure is that of £210 for current office charges, since the preliminary expenses were closed. Now, gentlemen, when you consider that we have been at work upwards of twelve months, this company having been registered on the 24th May 1882, I hardly think that you will accuse us of any extravagance. Our own time and labour—and I assure you there has been a large expenditure of both—have been willingly devoted to your service, under a strong desire to husband by every means in our power all our resources. I have entered at somewhat unusual length into these details, because we are anxious to show you the vital importance we place upon extreme economy. We have been told time and time again that

success or failure depends very largely, in an enterprise of this kind, upon strict economy at every point. We are, therefore, determined to hold fast by the maxim that "it is revenue." The funds that we have so far received, I am glad to be able to tell you, are earning good interest. The bulk of them arrived at a time when money was exceptionally dear, and seeing they could not be required for a considerable time, we were fortunately enabled to place them on deposit for a fixed period at a most remunerative rate; and thus, gentlemen, we are encouraged to believe that the interest earned thereby will more than suffice to cover every office charge until we find ourselves in a position to devote here for a moment to refer to the great kindness and consideration that we have received at the hands of some of our friends. Of course, in making our arrangements for business of this sort, it became necessary to arrange terms with brokers, solicitors, agents, and others, and when, therefore, we commenced our operations on so reduced a scale, we appealed to our friends to meet us in a corresponding manner. Gentlemen, they did respond, and although in no way bound to do so, they did it in a manner which demands our hearty and grateful acknowledgments. I will only detain you a moment longer, but I feel before we part a desire to be permitted once more to impress upon you how greatly the success of our undertaking depends upon your hearty and loyal union. Continue, gentlemen, to give us your support and your confidence, and we ask for nothing more. (Applause.) I beg to move the adoption of the report.

Mr. J. A. Millard seconded. He would offer a very few words in support of it. He would like to emphasise the last paragraph of the report, which the chairman has referred to. "The directors desire strongly to impress upon the shareholders that the strength and growth of the company mainly depend upon their hearty union and active co-operation." As this was a co-operative society they would stand or fall upon the amount of co-operative support they received. It was true that they had no list of steamers running as yet, but they could receive the support of the shareholders even now. The directors, as the chairman had already stated, had given a great deal of time and consideration and expense that did not appear in the accounts to the business. He could name one thing in particular for which they must all be grateful, and that was that the firm of which their worthy chairman was a member gave their offices gratis during the formation of this company. He was sure they would all agree that the preliminary expenses had been exceedingly small. Directors, he thought, were looked upon by the body of shareholders as gentlemen who should do everything, while they (the shareholders) simply stand and lend their hands to what they had done at a meeting like this. The directors represented the shareholders, but it was the duty of the latter to get each of their friends and correspondents in the East to take some shares in the company. They must remember that one name of this class added to the share list meant a considerable accession of strength. He would go so far as to ask everyone of the shareholders to write out by next mail to their friends and ask each of them to assist in starting this company. It was really a perfectly sound concern, and a good investment. There were numerous companies brought out in London for gold mining, for electricity, and even for steamers, of which the public who were invited to subscribe knew nothing. Syndicates were formed, out of which promoters made large sums of money, while the public got nothing for the investment. In the case of this company the shareholders knew every thing; they had really formed the company themselves, and they knew it was entirely in their hands to make it a great success. They wanted nothing but the cordial support of the shareholders, not only when the steamers had started, but now. He hoped everyone would read the last paragraph of the report, and assist the directors all they could, and not be frightened by statements circulated by parties whose greatest interest it was to disparage this company. One of the statements that had been circulated was that there were already more steamers in the trade than were required. To illustrate the fallacy of that assertion, and to prove that there was a demand for nearly all our company, he would remind them that four large steamers had been lost during the last eight months in the China trade. Well, they only proposed to commence with five steamers, so that there was ample room for this company. It could be made as great a success as the insurance offices and the banks in China if they held together and made it a really co-operative company. (Applause.)

Mr. Sentance admitted that he felt rather prickled in his conscience at what the last speaker had said, respecting the interest of the shareholders and leaving the directors to do everything, while they came to a meeting like that to hear how their business was going on. He specially commended the frankness and candour of the directors as shown not only in the report but in an undertaking like this directors must have resisted a great deal; they must have turned a deaf ear to forebodings of disaster and to advice given by hostile motives. A remark just made by Mr. Millard showed how baseless were those croakings. He referred to the number of steamers that had been lost in the China trade. It would be for this company to fill the void so created, and more than that, to fill the void caused by the present lack of proper consideration for the interests of the shippers of tea from China. This company need fear no hostile arrangements in China on the part of those who are engaged in the tea-carrying trade to England. He hoped this company would do more than fill the pockets of its shareholders, but would also benefit all those engaged in the Eastern trade. (Applause.)

Mr. Reid said he would like to confirm what Mr. Millard had said in regard to the economical management of this company. He attended a meeting of a company of which he was a shareholder, not long ago, and it transpired that the amount that had been received in the way of commissions and discounts was £23,000. If they could save such a sum as went into the pockets of managing owners, and put it into their pockets as shareholders, he thought the scheme would commend itself most cordially, not only to those who had subscribed, but to those who had not yet joined the company, and who, they hoped, would be induced to become shareholders.

The motion for the adoption of the report was unanimously agreed to.

The Chairman stated that it would be necessary to hold a special meeting for the election of an auditor, but it was agreed to hold this meeting on the same day as the next general meeting.

Mr. Sentance moved a vote of thanks to the chairman.

Mr. C. T. Layton, in seconding the motion, hoped that the same spirit of mutual trust and economy with which the company had been inaugurated would be continued, and, if so, he was sure the company would be a great success. The motion was cordially passed, and the chairman's reply brought the meeting to a close.

—L. & C. Express.

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Rio de Janeiro*, with the latest American mail, left San Francisco on the 17th ultimo, and may be expected to arrive here on or about the 15th instant.

GROWTH OF THE WORLD'S
WEALTH.

The London *Saturday Review* says:—"In the United Kingdom, the United States, and to a less extent in the principal countries in Europe, wealth has been growing during the past generation at an unprecedentedly rapid rate. It is estimated by high authorities, that between 1865 and 1875, the growth of wealth in the United Kingdom was at the rate of \$200,000,000 a year, and probably the rate in the United States was not much less. Even, if we assume that the rate of growth since 1875 has slackened, there can be no doubt at all that the accumulation of wealth has continued at a very rapid rate, not only here at home, but in all the more advanced countries in the world. And some portion of this annually saved wealth must have been invested in stock exchange securities. The larger part, no doubt, went to extend business, to improve land, to build houses, to construct public works, and so on, but some portion of it was invested in stock exchange securities. And the steady investment of new wealth year after year has had a great effect upon the prices of securities. While there has been a great diminution in the debt of the United States and the United Kingdom, there has been in another way a diminution in the securities held in the richer countries, owing to the accumulation of wealth in the poorer ones. For example, until lately the bonds representing the debt of Italy were chiefly abroad, and more particularly in France. It is said, however, that the growth of wealth in Italy of late years has been such that the Italian people have been able to buy from foreigners a large portion of the Italian bonds held abroad. This has had the necessary effect of diminishing the supply of securities in England, France and Holland, where the Italian bonds were chiefly held. And, in a less degree, the growth of wealth in other backward countries has been acting in the same way. Each country invests, by preference, in its own securities, and as the wealth of each country increases, the supply of foreign bonds in the more advanced countries diminishes. Thus the permanent tendency is toward a rise in the prices of safe stock exchange securities. This tendency may be checked, every now and then, until, from some cause or other, there is a large creation of new first-class securities. A war, for example, involving several great European countries, would lead to large loans—that is, to the creation of new stock exchange securities of the first class—and would thus tend to lower prices, while the destruction of wealth by the war would lessen the growth of wealth, and would also have a tendency to lower prices.

STEAMERS EXPECTED.

The Union Line steamer *Euphrates* left Singapore for this port on the afternoon of the 31st ultimo, and may be expected to arrive here on the 7th instant.

The Union Line steamer *Yorkshire* left Singapore for this port on the afternoon of the 1st instant, and may be expected to arrive here on or about the 7th.

The Glen Line steamer *Glenloch* left Singapore on the 1st instant, and is due here on the 7th.

The O. S. S. Co's steamer *Telemachus*, from Liverpool, left Singapore on the afternoon of the 3rd instant, and may be looked for here on or about the 6th.

The N. I. S. N. Company's steamer *Caninia* left Batavia on the 1st instant, and is due here on or about the 16th.

The steamship *Euxine* left Sydney for Hongkong, via Queensland Ports and Port Darwin, on the 26th ultimo, and is expected to arrive here on or about the 24th instant.

The Scottish Oriental Company's steamer *Taichow* left Glasgow on the 17th May, and may be expected to arrive here about the 4th July.

To-day's
Advertisements.

HONGKONG RACES.

IT has been proposed to hold a "Sky" or "Off" RACE MEETING, coupled with ATHLETIC SPORTS, at the Race Course during the ensuing Autumn. Gentlemen who would interest themselves in getting up this Meeting are requested to meet at the HONGKONG CLUB, THIS EVENING, the 7th instant, at 6.30 P.M.

H. J. H. TRIPP,
Clerk of the Course.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY,

the 16th day of June, 1883, on board, at 3 P.M., THE BARQUE "ALVA" of 632 Tons Register built of OAK and TEAK, Copper fastened, will be Sold with all her TACKLE, APFAREL, &c., as she now lies in this Harbour, in one Lot.

Chronometers, and the Europe and Manila Rope, an extra Set of New Sails, Bolts of Canvas, &c., will be Sold in separate Lots.

For Terms of Sale and Inventory, apply to

J. M. GUEDES,
Auctioneer.

Hongkong, 7th June, 1883. [441]

PUBLIC AUCTION

OF

JAPANESE FERNS

AND

PHOTOGRAPHIC VIEWS, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction

TO-MORROW (FRIDAY),

the 8th June, 1883, at Two P.M., at his Sales Rooms, Pedder's Wharf Buildings—

AN INVOICE OF

JAPANESE FERNS,

JUST RECEIVED FROM KOBE.

Also,

A QUANTITY OF

PHOTOGRAPHIC VIEWS OF JAPANESE SCENERY, GROUPS, COSTUMES, &c., &c., &c.

TAKEN BY BARON STILLFRIED.

TERMS OF SALE—As customary.

G. R. LAMBERT,
Auctioneer.

Hongkong, 7th June, 1883. [442]

NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 616, S.C.

A REGULAR LODGE will be held in FREEMASON HALL, Zealand Street, on WEDNESDAY, the 13th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 7th June, 1883. [443]

To be Let.

TO LET.

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20 now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.

For all information, apply to

BIRD & PALMER.

Queen's Road, Hongkong, 19th April, 1883. [397]

TO LET.

NO. 4, OLD BAILEY STREET, No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 10th April, 1883. [17]

TO LET.

A TWO STOREY HOUSE (6 ROOMS) with GARDEN in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE,

Hongkong, 6th April, 1883. [18]

For Sale.

FOR SALE.

THE American Bark "JOHN WORSTER," Built at Medford, Mass., in 1867, as she now lies in Hongkong Harbour, with all her SPARS, SAILS, STORES, &c., &c.

For Particulars, apply to

RUSSELL & Co.,

Agents. Hongkong, 19th May, 1883. [395]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

PINTS.....\$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS C O K E

IN LOTS FROM ONE TON UPWARDS.

COAL, TAR IN BARRELS.

CHOY CHEW,

230, PRAYA WEST.

Hongkong, 5th April, 1883. [262]

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hack, Carriage Ponies or Jumpers.

R. FRASER SMITH,

Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS, PICKS.

AXES.

HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

DRILLS.

GIMBLETS.

SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS.

MRS. POTTS PATENT SADDLONS.

COOKING STOVES.

FAIRBANKS SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLOWS.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

RULES.

METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS.

OIL-FEEDERS.

OIL-CANS.

SALTER'S SPRING BALANCE SCALES.

WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS.

LIFE BUOYS.

LIFE BELTS.

BOTTLE WASHING AND CORKING MACHINES.

&c., &c., &c.

SPARKLING SCHARZHOFFERGER.

FLENSBURG STOCKBEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN.

CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

Intimations.

REQUIRED.

A SINGLE MAN without Encumbrances as STEWARD for the ROYAL NAVAL SEAMEN'S CLUB.

SALARY \$1 PER DIEM.

Applications with testimonials to be sent to the

HON. SECRETARY,

H.M. Naval Yard, Hongkong, 6th June, 1883. [438]

IN THE PRESS.

PRACTICAL AND INDUCTIVE BOOK-KEEPING

BY

J. L. HART MILNER, PROFESSOR "COMMERCIAL SCHOOL" MACAO.

INTENDING Subscribers are requested to send their Names to the Undersigned, from whom PROSPECTUS can be obtained on Application.

D. RODRIGUES, Care of Messrs. DUNN, MELVILLE & Co. Hongkong, 6th June, 1883. [440]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 12th day of June, 1883, at THREE O'CLOCK, in the AFTERNOON, when Resolutions will be proposed for the Subdivision of Shares and the Increase of Capital, and for such Amendments, and Additions to the Articles of Association as may be necessary for that purpose; also for Amendments and Additions to the Existing Articles of Association making provision as to Transfer and Transmission, Cancellation and Reallotment of Shares, Meeting of Shareholders, voting power of Shareholders, Investment of Funds, Constitution of Board of Directors, Appointment and Powers of Agents and Committees, and Interim Division of Profits.

A Copy of the Proposed Resolutions can be seen by any Shareholder at the Company's offices in Victoria before the date appointed for the holding of the said Meeting.

Should the Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board, W. H. RAY, Secretary. [398]

Hongkong, 21st May, 1883.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

Commercial.

THIS DAY.

The only transaction we have to report from the Share Market to-day is a sale of China Traders' scrip at \$2425 per share.

SHARES.
 Hongkong and Shanghai Bank—Ex New Issue—148 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—146 per cent. premium.
 United Insurance Society of Canton—\$600 per share, buyers.
 China Traders' Insurance Company—\$2,425 per share, sales.
 North China Insurance—Tls. 1,500 per share, ex div.
 Canton Insurance Company, Limited—\$120 per share, buyers.
 Yangtze Insurance Association—Tls. 990 per share, buyers.
 Chinese Insurance Company—\$215 per share, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$1,265 per share.
 China Fire Insurance Company—\$355 per share, buyers.
 Hongkong and Whampoa Dock Company—53 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$44 per share, premium, buyers.
 China and Manila Steam Ship Company—1221 per share, buyers.
 Hongkong Gas Company—\$80 per share.
 Hongkong Hotel Company—\$180 per share, sellers.
 Indo-China Steam Navigation Company, Limited—3 per cent. prem., sellers.
 China Sugar Refining Company, Limited—\$184 per share, sellers.
 China Sugar Refining Company (Debtentures)—2 per cent. prem., buyers.
 Lung Sugar Refining Company, Limited—\$69 per share.
 Hongkong Ice Company—\$165 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—11 per cent. prem. ex int.
 Chinese Imperial Loan of 1881—3 per cent. prem. sales.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/4
 Bank Bills, on demand 3/7 1/2
 Bank Bills, at 30 days' sight 3/7 1/2
 Bank Bills, at 4 months' sight 3/7 1/2
 Credits, at 4 months' sight 3/8 1/2
 Documentary Bills, at 4 months' sight 3/8 1/2 @ 3/8 1/2
 ON PARIS.—
 Bank Bills, on demand 4/58
 Credits, at 4 months' sight 4/58
 ON BOMBAY.—Bank, T. T. 222 1/2
 ON CALCUTTA.—Bank, T. T. 223
 ON SHANGHAI.—
 Bank, sight 72 1/2
 Private, 30 days' sight 72 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$530
 (Allowance, Tals 112.)
 OLD MALWA.....per picul, \$555
 (Allowance, Tals 40.)
 NEW PATNA.....per chest, \$617 1/2
 OLD PATNA (first choice).....per chest, \$602 1/2
 OLD PATNA (second choice).....per chest, \$592 1/2
 OLD PATNA (bottom).....per chest, \$605
 OLD PATNA (without choice).....per chest, \$595
 NEW BENARES (high touch).....per chest, \$575
 NEW BENARES (low touch).....per chest, \$570
 NEW PERSIAN.....per picul, \$425
 (Allowance, Tals 24.)
 OLD PERSIAN.....per picul, \$375
 (Allowance, Tals 8.)

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER).
YESTERDAY.
 Barometer—4 P.M. 30.00
 Barometer—5 P.M. 29.95
 Thermometer—4 P.M. 81
 Thermometer—5 P.M. 81
 Thermometer—6 P.M. (Wet bulb) 71
 Thermometer—6 P.M. (Dry bulb) 71
TODAY.
 Barometer—4 P.M. 30.00
 Barometer—5 P.M. 29.95
 Thermometer—4 P.M. 81
 Thermometer—5 P.M. 81
 Thermometer—6 P.M. (Wet bulb) 71
 Thermometer—6 P.M. (Dry bulb) 71
 Thermometer—Minimum (over night) 71

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TIDE TABLES.

Barometer.	Thermometer.	Direction of Wind.	Force of Wind.	Force of Rain.	Hourly Rain.
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0
30.00	81	S	5	0	0

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., N., N.E., N.E., &c.—Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate breeze, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Light, M. Mist, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. B. drizzling, V. Very, W. Wind, X. X. B. drizzling, Y. Y. B. drizzling, Z. Z. B. drizzling. The above are registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., N., N.E., N.E., &c.—The hours of rain for the previous 24 hours (noon) are registered from 12 to 12 the quantity of water fallen in inches, tenths and hundredths.

Shipping.

ARRIVALS.

ALBANY, British steamer, 366, F. D. Goddard, 6th June, Taiwan 2nd June, Amoy 4th, and Swatow 5th, General.—D. Laprak & Co.
 CHINKIANG, British steamer, 799, S. M. Orr, 6th June, Shanghai 3rd June, General.—Siemens & Co.
 VEIKONA, British steamer, 1862, G. W. Atkinson, 6th June, Bombay 18th May, Colombo 25th, Penang 29th, and Singapore 1st June, General.—P. & O. S. N. Co.
 ELISE, German ship, 1,348, W. Bohne, 6th June, Cardiff 6th February, Coal.—Captain.
 LIDO, British steamer, 620, Lewis, 7th June, Swatow 6th June, Brick—Butterfield & Swire.
 DALE, British steamer, 640, Edwin Allason, 7th June, Bangkok 31st May, Rice and General.—Jardine, Matheson & Co.
 CHANG HOCK KIAN, British steamer, 956, F. Webb, 7th June, Amoy and Swatow 6th June, General.—Bun Hin & Co.

CLEARANCES AT THE HARBOUR OFFICE.

VORWAERTS, German steamer, for Tourn.
 Penobscot, American bark, for San Francisco.
DEPARTURES.
 June 6, Benalder, British str., for Shanghai.
 June 7, Fookang, British steamer, for Canton.
 June 7, Ehrenfels, British steamer, for Saigon.
 June 7, Mirapora, British steamer, for Singapore, Bombay, &c.
 June 7, Chinkiang, British steamer, for Canton.
 June 7, Cambridge, British ship, for Manila.
 June 7, Young Slam, Siamese ship, for Bangkok.

PASSENGERS—ARRIVED.

Per Verona, str., from London.—Lieut. H. Plumbe, str., from Hongkong.—Mr. C. E. Stewart, Blouet, and A. Turner, for Hongkong. From Bombay.—Mr. and Mrs. Andrade and children. From Penang.—21 Chinese on deck. From Singapore.—Mr. E. Solomon, Sergeant Melvin, wife, and 3 children, and 7 Chinese on deck. For Shanghai.—Mrs. Lang, child, and nurse, Messrs. Wood and Nicoll, from London. From Venice.—Mr. A. Michie. For Yokohama.—Mr. R. Wright.

DEPARTED.

Per Nelson, str., for Port Darwin, &c.—3 Europeans and 113 Chinese in steerage.
 Per Mirapora, str., from Hongkong.—Mr. Wong, for Singapore. For Penang.—Mr. and Mrs. G. Morrison and maid. For Bombay.—Mr. M. Gangjee. For Brindisi.—Mr. Lempreire. For Plymouth.—Quarter-Master Sergeant and Mrs. Inken and 3 children, Commander C. R. Harris, Captain F. A. Newington, Messrs. J. Hirst, G. Hirst, G. Stevenson, and T. Slaney. For London.—Mrs. W. W. W. and 2 children, Mrs. Sibley, Messrs. G. Raynal and G. Ford. From Shanghai.—Messrs. Dudgeon and servant, and J. Hampton. For Sydney.—Mr. J. Reid. For Venice.—Rev. W. and Mrs. Groves. For London.—Mr. and Mrs. Ayton, 2 children, and amah, and Mr. David McKay.

TO DEPART.

Per Fuyew, str., for Shanghai.—1 European and 80 Chinese.

Post Office.

A MAIL WILL CLOSE.

For Shanghai.—Per Fuyew, to-day, the 7th instant, at 5 P.M.
 For Hoihow and Haiphong.—Per Hainan, to-day, the 7th instant, at 5 P.M.
 For Hoihow and Haiphong.—Per Nam-vian, to-morrow, the 8th instant, at 7.30 A.M.
 For Saigon.—Per Bellona, to-morrow, the 8th instant, at 9.30 A.M.
 For Straits Settlements.—Per Cheong Hock Kian, to-morrow, the 8th instant, at 11.30 A.M.
 For Nagasaki and Kobe.—Per Sumida Maru, to-morrow, the 8th instant, at 3.30 P.M.
 For Swatow, Amoy, & Taiwan.—Per Albay, to-morrow, the 8th instant, at 5 P.M.
 For Nagasaki and Yokohama.—Per Kashgar, on Saturday, the 9th instant, at 11.30 A.M.
 For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, &c.—Per Vortigern, on Saturday, the 9th instant, at 3.30 P.M.
 For Swatow and Bangkok.—Per Rajanath-tanuhar, on Saturday, the 9th instant, at 4.30 P.M.
 For Saigon.—Per Hungarian, on Sunday, the 10th instant, at 9 A.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hong List for the Far East for 1883, which supercedes all previous editions.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "COFFEE" will be despatched on WEDNESDAY, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
 At 2.15 P.M. Registry ceases.
 At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZON" will be despatched on THURSDAY, the 14th instant, with Mails to and through the United Kingdom, and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar, and Mauritius.
 The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.—DAY BEFORE DEPARTURE 5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.
 DAY OF DEPARTURE.
 7 A.M., Post Office opens.
 10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
 11 A.M., Mail closes, except for Late Letters.
 11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
 11.30 A.M., when the Post Office closes entirely.
 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—
 DAY OF DEPARTURE.
 NOON.—Money Order Office closes.
 2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
 2.30 P.M.—Mail closes, except for Late Letters.
 3.10 P.M.—Letters may be posted with late fee of 10 cents until.
 3.30 P.M.—when the Post Office closes entirely.
 3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SHIPPING IN HONGKONG.

STEAMERS.

ANNAM, Annamite steamer, 317, Yuen Man Tung, 12th May—Kwongnam 4th May, General.—Order.
 BELLONA, German steamer, 789, W. Schaefer, 5th June, Saigon 1st June, Rice.—Siemens & Co.
 CORTIC, British steamer, 4366, W. H. Kidley, 3rd June, San Francisco 5th May, and Yokohama 27th, Mails and General.—O. & S. S. Co.
 DE LAI, British steamer, 1,087, Joseph J. Lee, 3rd June, Saigon 30th May, Rice.—Adamson, Bell & Co.
 EUROPA, German steamer, 1,003, J. Scharte, 6th June, Singapore 30th May, General.—Siemens & Co.
 FANK, British steamer, 117, Stopani, (bug playing) Hongkong and Whampoa Dock Co.
 FU-YEW, Chinese steamer, 920, Crusad, 6th June, Canton 5th June, General.—C. M. S. Co.
 GLENROD, British steamer, 1,411, W. J. Geake, 10th May, Saigon 6th May, Rice and Paddy.—Jardine, Matheson & Co.
 HAINAN, British steamer, 290, W. Willis, 6th June, Haiphong 4th June, and Hoihow 5th, General.—Along.
 HUNGARIAN, British steamer, 987, W. McD. Allison, 6th June, Saigon 1st June, Rice.—Russell & Co.
 JAPAN, British steamer, 1,865, T. S. Gaidner, 2nd June, Calcutta 17th May, General.—Jardine, Matheson & Co.
 KASHGAR, British steamer, 1,515, W. J. Webber, 4th June, Yokohama 27th May, General.—P. & O. S. N. Co.
 KWANTUNG, British steamer, 674, M. Young, 5th June, Swatow 4th June, General.—D. Laprak & Co.
 LENOX, British steamer, 1,327, Scott, 2nd June, Calcutta 17th May, Sand Heads 19th, Penang 24th, and Singapore 27th, General.—Jardine, Matheson & Co.
 NAN-VIAN, French steamer, 435, A. Garceau, 5th June, Haiphong 2nd June, and Hoihow 3rd, General.—Shing Loong.
 PHRA CHOM KLAO, British steamer, 1,010, Henry Stallen, 3rd June, Bangkok 17th May, Rice.—Captain.
 POO-CHI, Chinese steamer, 544, Dunn, 3rd June, Hui 1st June, General.—C. M. S. N. Co.
 RAJANATHANUHAR, British steamer, 793, W. G. Hunter, 6th June, Bangkok 29th May, General.—Yuen Fat Hong.
 SEA CUL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
 SUMIDA MARU, Japanese steamer, 937, H. Hubert, 2nd June, Kobe, and Nagasaki 29th May.—Mitsui Bishi M. S. S. Co.
 TANNADE, British steamer, 1,500, S. G. Green, 28th May, Sydney 5th May, Moreton 7th, Townsville 11th, Cooktown 12th, Thursday Island 15th, and Port Darwin 19th, General.—Gibb, Livingston & Co.
 TOONAN, Chinese steamer, 1,261, Marsden, 2nd June, Swatow 31st June, General.—C. M. S. N. Co.
 VINDOBALA, British steamer, 1,134, S. H. Stuart, 2nd June, Shimonoeki 27th May, Rice.—Captain.
 VORTIGERN, British steamer, 879, Brown, 6th June, from Haiphong, General.—Ah Yon & Co.
 VORWAERTS, German steamer, 611, Boysen, 29th May, Tourn 27th May, Sugar.—Wieler & Co.
 YORTUNG, British steamer, 286, H. Kennett, June 2nd, Quana 19th June, General.—Kwok Acheong & Son.

SAILING VESSELS.

ABIE CARVER, American bark, 93, Pendleton, 15th April, Newcastle, N.S.W., 21st Feb., Coals.—Siemens & Co.
 ADELIA CARLETON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal.—Russell & Co.
 ADOLPH ORDIG, American ship, 1,418, Staples, 29th May, Cardiff 14th January, Coal.—Borneo Co. Limited.
 ALICE MARY, British bark, 361, James G. Daw, 14th May, Sydney 16th March, Coals.—Russell & Co.
 ALVA, Portuguese ship, 632, E. de Souza, 12th May, Rajang 21st April, Timber.—Brandao & Co.
 ANNA BERTHA, German bark, Grunt, 31st May, Newchwang 5th May, Beans.—Siemens & Co.
 ANTON GUNTHER, German bark, 441, F. Steinbrugg, 31st May, Tourn 24th May, Coal.—Melchers & Co.
 A. & W. C. Dutch bark, 1,260, H. A. Jenge, 22nd May, Penarth 15th Dec., Coals.—Borneo Co.
 ARAGON, Spanish schooner, 177, Francisco Al-damir, 6th June, Manila 21st May, Timber.—Lanc, Crawford & Co.
 BELLE OF OREGON, American bark, 1,110, E. Matthew, 6th June, Newcastle 12th April, Coal.—Borneo Co.
 CARL, Siamese bark, 535, J. Hansen, 24th May, Bangkok 7th May, General.—Captain.
 CENTINIAL, American ship, 1,286, C. H. Labbits, 27th May, Liverpool 16th January, Coal.—Captain.
 CENTURION, British bark, 965, T. H. Taylor, 22nd May, Sydney, N.S.W., 28th March, Coal.—Adamson, Bell & Co.
 CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May, Chelso 22nd April, General.—Ed. Schellhass & Co.
 C. D. BRYANT, American bark, 939, J. P. Butman, 23rd May, New York 24th January, Kerosine Oil.—D. Laprak & Co.
 DIO FILI, Austrian bark, 627, D. Berneth, 30th April, Newcastle, N.S.W., 12th March, Coal.—G. R. Lammert.
 ELKE, German brig, 278, R. Bruckmeier, 2nd June, Newchwang 7th May, Beans.—Wieler.
 ESCORT, American bark, 939, Wabehouse, 18th May, Taiwan 11th May, Sugar.—Russell & Co.
 FANO, Danish brig, 227, M. N. Mortensen, 29th May, Newchwang 5th May, Beans.—Ed. Schellhass & Co.
 GREAT ADMIRAL, American sh., 1,576, B. Thompson, 12th May, Cardiff 11th January, Coal.—Russell & Co.
 HENRIETTA, American ship, 1,267, C. M. Nichols, 25th April, Newcastle, N.S.W., 8th March, Coal.—Ed. Schellhass & Co.
 H. PRINZENBERG, German bark, 554, A. Schoenemann, 17th May, Singapore 23rd April, Timber.—Melchers & Co.
 H. URMANN, German bark, 427, T. G. Weber, 18th May, Newchwang 28th April, General.—Ed. Schellhass & Co.
 IDA, German ship, 1,298, W. Schneider, 17th May, Swatow 14th May, Sugar.—Arnhold, Karberg & Co.
 IMPORTER, American ship, 1,270, Allen, 12th May, Cardiff 6th January, Coals.—Messageries Maritimes.
 JOHN WORSTER, American bark, F. A. Houghton, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal.—Russell & Co.
 KART, German bark, 382, E. Kriest, 8th May, Newchwang 22nd April, Beans.—Ed. Schellhass & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.—Whampoa 31st Dec., General.—Captain.
 MAGIC, British brig, 214, S. Wm. White, 18th May, Macassar 6th March, Rattans.—Order.
 MARIANNE, French bark, 469, Bourge, 23rd May, Cardiff 17th February, Coal.—Messageries Maritimes.
 MARIE, German bark, 466, Weinovsky, 20th May, Newchwang 6th May, Beans.—Siemens & Co.
 MCLAURAN, American ship, 1,330, J. H. Little, 17th May, Newcastle, N.S.W., 21st March, Coal.—Ed. Schellhass & Co.
 MORNING STAR, British steamer, 218, James Jones, 22nd May, Fremantle, W.A., 21st March, Sandalwood.—Siemens & Co.
 N. THAYER, American bark, 585, Crosby, 1st April, Newcastle 27th January, Coals.—Arnhold, Karberg & Co.
 PENOBSCOT, American bark, 1,133, O. G. Eaton, 28th March, Newcastle, N.S.W., 31st January, Coal.—Russell & Co.
 RESOLUTE, American ship, 1,640, Sackels, 22nd May, Newcastle 24th March, Coal.—Arnhold, Karberg & Co.
 ROBERT PORTER, American bark, 840, D. C. Nichols, 6th April, Newcastle, N.S.W., 26th January, Coals.—Russell & Co.
 SACRAMENTO, American ship, 1,347, J. C. Entwistle, 20th April, New York 18th Dec., Oil and General.—Melchers & Co.
 SPARKAN, American schooner, 85, Ch. Vincent, 20th May, Swatow 24th May, Ballast.—W. H. Ray.
 TARTAR, German brig, 256, Bunge, 27th May, Swatow 26th May, Ballast.—Melchers & Co.
 TEKLI, British bark, 390, L. G. Buckholdt, 15th May, Singapore 25th April, Timber.—Ban Guan Leong.
 WAORIN, German schooner, 179, A. Dibbern, 5th June, Newchwang 18th May, Beans.—Wieler & Co.
 WALLS CASTLE, British bark, 626, H. Kennett, 20th May, Piogo 13th March, Timber.—Lanc, Crawford & Co.

CANTON.

FOOKSANG, British steamer, 990, Hogg, 6th June, Shanghai 3rd June, General.—Jardine, Matheson & Co.
 YANGTSE, British steamer, 784, D. Casson, 4th June, Shanghai 1st June, General.—Siemens & Co.

WHAMPOA.

MOUNT LEBANON, British barkentine, 530, C. H. Nelson, 2nd May, Newcastle, N.S.W., 26th February, Coal.—Adamson, Bell & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, T. Benning, Hongkong, Canton, & Macao Steamboat Co.
 Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
 Kiu-kiang, British steamer, 617, A. Benning, Hongkong, Canton, & Macao Steamboat Co.
 Klung-chow, British steamer, 159, Goggin, Hongkong, Canton, & Macao Steamboat Co.
 Powan, British steamer, 1,800, Hoyland—Hongkong, Canton, & Macao Steamboat Co.
 Spark, British steamer, 140, Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, Hongkong, Canton, & Macao Steamboat Co.
 Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, & Macao Steamboat Co.

AMOI.

In Port on 29th May, 1883.

Almatia, American schooner, 386 (Lapham)—Boyd & Co.
 Amoy, German schooner, 314 (Thetzen)—H. A. Petersen & Co.
 Bride, British bark, 300 (Sutherland)—Russell & Co.
 Carl Wilhelm, Danish bark, 239 (Lautrup)—H. A. Petersen & Co.
 Emma, German schooner, 219 (Michelsen)—H. A. Petersen & Co.
 Ernst, German schooner, 356 (Spilddrand)—Pasdag & Co.
 Glenury, British bark, 283 (Thomsen)—Pasdag & Co.
 Helene, German bark, 250 (Kossow)—Boyd & Co.
 Hilda Maria, German bark, 275 (Tennis)—Pasdag & Co.
 Ilo, German bark, 344 (Bohsen)—H. A. Petersen & Co.
 Kvik, Norwegian bark, 416 (Laesen)—Pasdag & Co.
 Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.
 Manhem, Swedish schooner, 463 (Jansson)—H. A. Petersen & Co.
 Walter Siegfried, British bark, 394 (Hanson)—Pasdag & Co.

FOOCHOW.

In Port on 25th May, 1883.

Margrath, German bark, 357 (Jessen)—Siemens & Co.
 May Wenkeman, American sh., 505 (Ulberg)—Chinese.
 Perle, British bark, 400 (Krusse)—Chinese.

SHANGHAI.

Anglo-Indian, British bark, 414 (Graham)—Drysdale, Ringer & Co.
 Annie, German schooner, 345 (Mader)—Melchers & Co.
 Argos, British brig, 289 (Johnson)—Nils Moller.
 Baitava, British bark, 367—Nils Moller.
 Chingtang, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
 Dartmouth, British bark, 915 (Flinton)—Melchers & Co.
 Elliott, British brig, 285 (Neill)—Jardine, Matheson & Co.
 F. P. Litchfield, American bark, 1,041 (Squall)—Russell & Co.
 H. D. Dudley, American bark, 1,080 (Dudley)—F. P. Litchfield.
 J. S. Stone, American bark, 81 (Weston)—Russell & Co.
 Kolga, German bark, 540 (Lome Bang)—Russell & Co.
 Leeyih, British bark, 220 (Brien)—Morris & Co.
 Minna D'mann, German schooner, 164 (Spierling)—Siemens & Co.
 Queen of India, British bark, 388 (Inokay)—W. Hewitt & Co.
 Stant, Norwegian bark, 581 (Hemester)—Siemens & Co.
 Theobald, American schooner, 339 (Williams)—Frazar & Co.
 Tyburnia, British bark, 948 (Chalmers)—Adamson, Bell & Co.
 Velox, Dutch bark, 240 (Wilken)—Ed. Schellhass & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chinkiang.
 Audacious, double-screw iron frigate, Captain R. E. Tracey, Chinkiang.
 Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Bangkok.
 Cleopatra, corvette, 14 guns, Captain Hippisley, Chinkiang.
 Curacoa, corvette, 14 guns, Captain Anstruther, Newchwang.
 Daring, composite sloop, 4 guns, Commander F. J. Elliott, Yokohama.
 Eak, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskey, Shanghai.
 Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Sandakan.
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhane, Singapore.
 Kestrel, double-screw gun-vessel, 4 guns, Commander E. Holham, Shanghai.
 Linnet, British gunboat, Commander C. P. Harris, Tientsin.
 Maggie, surveying vessel, 4 guns, Sandakan.
 Midge, double-screw gun-vessel, In reserve, Hongkong.
 Moonen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Hongkong.
 Pegasus, sloop, 6 guns, Commander Bickford, Chinkiang.
 Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Manila.
 Swift, double-screw gun-vessel, 5 guns, Commander Collins, Canton.
 Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Victor Emanuel, receiving ship, 20 guns, Commander Cumming, Hongkong.
 Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Chinkiang.
 Wivern, turret-ship, 4 guns, In reserve, Hongkong.
 Zephyr, gunboat, 4 guns, Lieut.-Commander Pollard, Chelso.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostok.
 Alen, American corvette, 4 corvette, Commander Kempff, Kobe.
 Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostok.
 Emak, Russian transport, Captain Kolichau, Nagasaki.
 Gomostal, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
 Iltis, German gunboat, 8 guns, Commander Klaus, Nagasaki.
 Kersaint, French corvette, Commander Beaumont, Tonquin.
 Leipzig, German corvette, 16 guns, Captain Herbig, Hongkong.
 Ludin, French gunboat, 4 guns, Commander Rouvier, Tonquin.
 Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Korea.
 Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Shanghai.
 Nerpa, Russian gunboat, 7 guns, Commander Valonoff, Vladivostok.
 Palos, American gunboat, 6 guns, Lieut.-Commander Green, Hongkong.
 Richmond, American frigate, 14 guns, Captain Skerrett, en route Nagasaki.
 Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.
 St. Petersburg, Russian transport, 6 guns, Captain Sidenner, Vladivostok.
 Siosch, German corvette, 19 guns, Captain Buchholtz, Nagasaki.
 Tanaga, Portuguese gunboat, Commander da Costa Cabral, Macao.
 Tongous, Russian gunboat, Commander Heck, Singapore.
 Victorieuse, French frigate, 14 guns, Captain de la Baite, Tonquin.
 Villars, French corvette, 15 guns, Captain M. Dewatre, Tonquin.
 Vestock, Russian gunboat, 4 guns, Commander Molchonsky, Vladivostok.
 Wolf, German gunboat, 4 guns, Commander von Raven, Amoy.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Hongkong.
 Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
 Chen-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
 Chen-fu, Revenue cruiser, 3 guns, Chinese-Hongkong.
 Ching-on, Revenue cruiser, 2 guns, Chung Wing Fal, Canton.
 Ching-tang, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.
 Chop-chung, Revenue cruiser, Li Tack Ming, Canton.
 Chop-ai, Viceroy's gunboat, Chang, on a cruise.
 Hal-chang-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Hongkong.
 Hal-ling-ch